C5800 - 30

THE WEEKLY OF
BUSINESS AVIATION™

June 29, 1992

Vol. 54 No. 26

INTELLIGENCE

HOUSE WAYS AND MEANS COMMITTEE Thursday reported out legislation that includes a provision repealing the 10 percent luxury tax on aircraft, yachts, furs and jewelry. Officials of the General Aviation Manufacturers Association, which has been lobbying for adoption of the repeal provision, said the luxury tax repeal in the House measure is identical to a section included in a bill reported earlier by the Senate Finance Committee *(BA, June 22/254)*. Both the Senate and House bills would make luxury tax repeal retroactive to Jan. 1, 1992. The House bill is H.R.11, The Enterprise Zone and Tax Incentives Act.

INCLUSION of luxury tax repeal in both House and Senate bills is definitely good news for aircraft builders and buyers, but industry lobbyists are concerned about whether the two bodies will be able to find a way to resolve substantial differences in other areas of the legislation and come up with a bill that will be acceptable to the White House.

THE SAFETY of Part 135 sightseeing operators in the Grand Canyon will be addressed at a Senate hearing in Arizona next month. Sen. John McCain (R-Ariz.) will hold a hearing July 7 in Flagstaff at which representatives of FAA, NTSB, the National Park Service, air taxi operators and environmental groups are scheduled to testify. The hearing, which has been planned for some time, was called to review a range of issues related to the 1987 Grand Canyon Overflights Act. Safety issues are likely to get more attention, however, following a fatal accident this month by a Canyon operator—the third fatal accident in the area by a Part 135 operator in the past six months *(see related articles on Pages 267-268)*.

GEN. THOMAS RICHARDS, the nominee for FAA Administrator, is expected to be sworn in some time early next month following Senate confirmation and passage of legislation that will permit him to retain his military retirement benefits *(BA, June 8/231)*.

RAA CHALLENGES DOT DRUG TESTING RESULTS; 'OUTRAGED' BY DRUG CZAR'S COMMENTS

Regional Airline Association last week asked Transportation Secretary Andrew Card to "correct the record" regarding aviation industry drug testing results and told Drug Czar Bob Martinez that it is "outraged" by his statements on the issue. In a letter to Card, RAA President John Fredericksen said DOT "acted irresponsibly and caused hundreds of thousands of passengers to become unnecessarily alarmed about the safety of the U.S. air transportation system" when it released its drug testing results in early June. "Your press release unjustifiably stigmatized regional carriers as the traveling public equates the term 'aviation industry' with airlines. Such comments at a time when many regional and major air carriers are struggling to survive are especially damaging," he said.

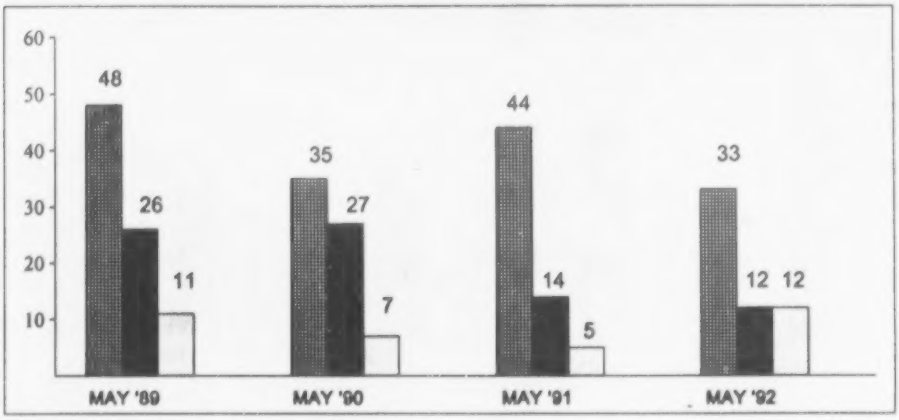
Fredericksen took DOT to task for its presentation of the statistics. "RAA cannot understand why the Department would publicize such misleading aggregated data when FAA's Drug Abatement Branch is fully capable of segregating airline results from the 'contractor data'," he said. DOT's 1990 data excluded results for aviation contractors and represents testing of only about 25 percent of employees subject to testing, Fredericksen said, adding that the first half of 1991 reflected a 50 percent testing rate for airline employees and included aviation contractor testing. "Thus the differences in data preclude any statistically meaningful comparison," he said. "RAA believes that the Department of Transportation has done a real disservice to both the airlines and the traveling

(Continued on Page 266)

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • Dave Collogan/Editor, Kerry Lynch/Assistant Editor, Martin Sibley/Senior Copy Editor, Tom Woodall/Publisher • Published weekly by the Aviation Week Group of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9528/90) • Officers of McGraw-Hill, Inc.: Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive Vice President, General Counsel, and Secretary; Harold W. McGraw, III, Executive Vice President; Frank D. Penglase, Senior Vice President, Treasury Operations; and Kenneth E. Gazzola, Executive Vice President, Aviation Week Group. • Subscription rates: Within the U.S., one year $450, 6 months $290. Quantity rates on request. Mailed first class. COPYRIGHT © 1992 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

USED RETAIL JET DELIVERIES — NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation I + II
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/31/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

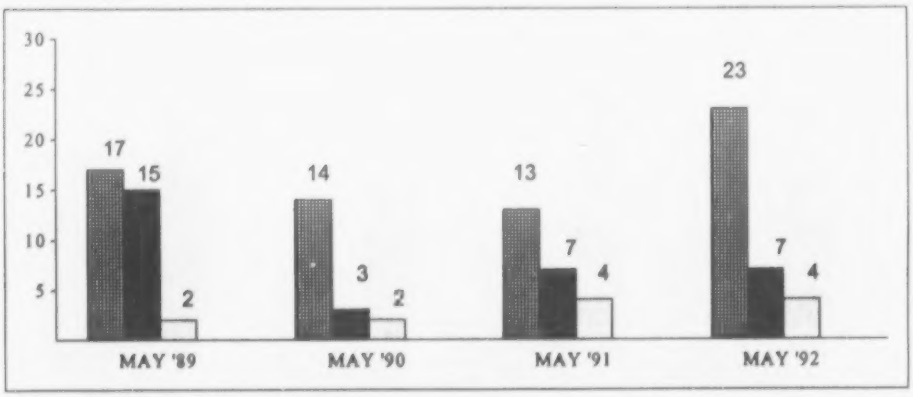
MEDIUM

Citation III + VI +VII
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55 Series
Sabertiner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

USED RETAIL JET DELIVERIES — OUTSIDE NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation I + II
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/31/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation III + VI + VII
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55 Series
Sabertiner (All Models)

HEAVY

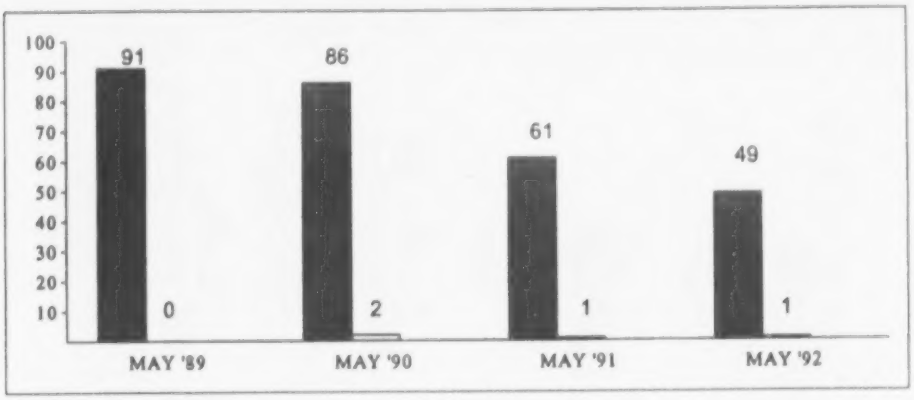
CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AvData, Inc. Wichita, KS

JUNE '92

COPYRIGHT © 1992 McGRAW-HILL, INC.

USED RETAIL TURBOPROP DELIVERIES — NORTH AMERICA



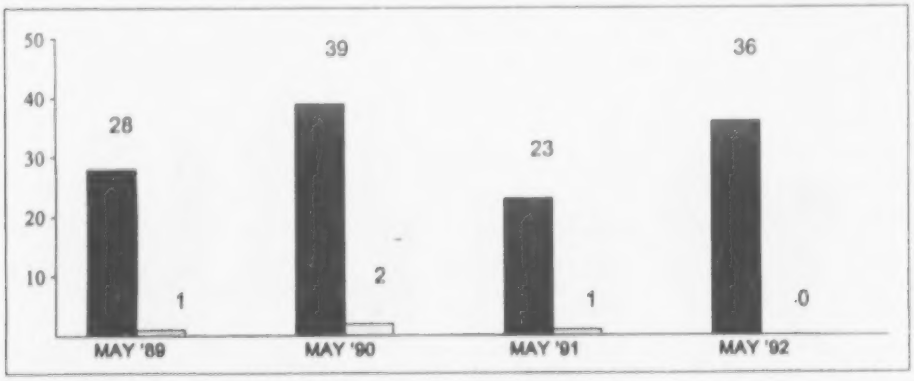
MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Modles)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES — OUTSIDE NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Modles)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AvData, Inc. Wichita, KS JUNE '92

COPYRIGHT © 1992 McGRAW-HILL, INC.